



CITY OF
HAYWARD
HEART OF THE BAY

South Hayward BART TOD Project: JPA Parking Recommendations

Kelly McAdoo, *Assistant City Manager*

February 19, 2013

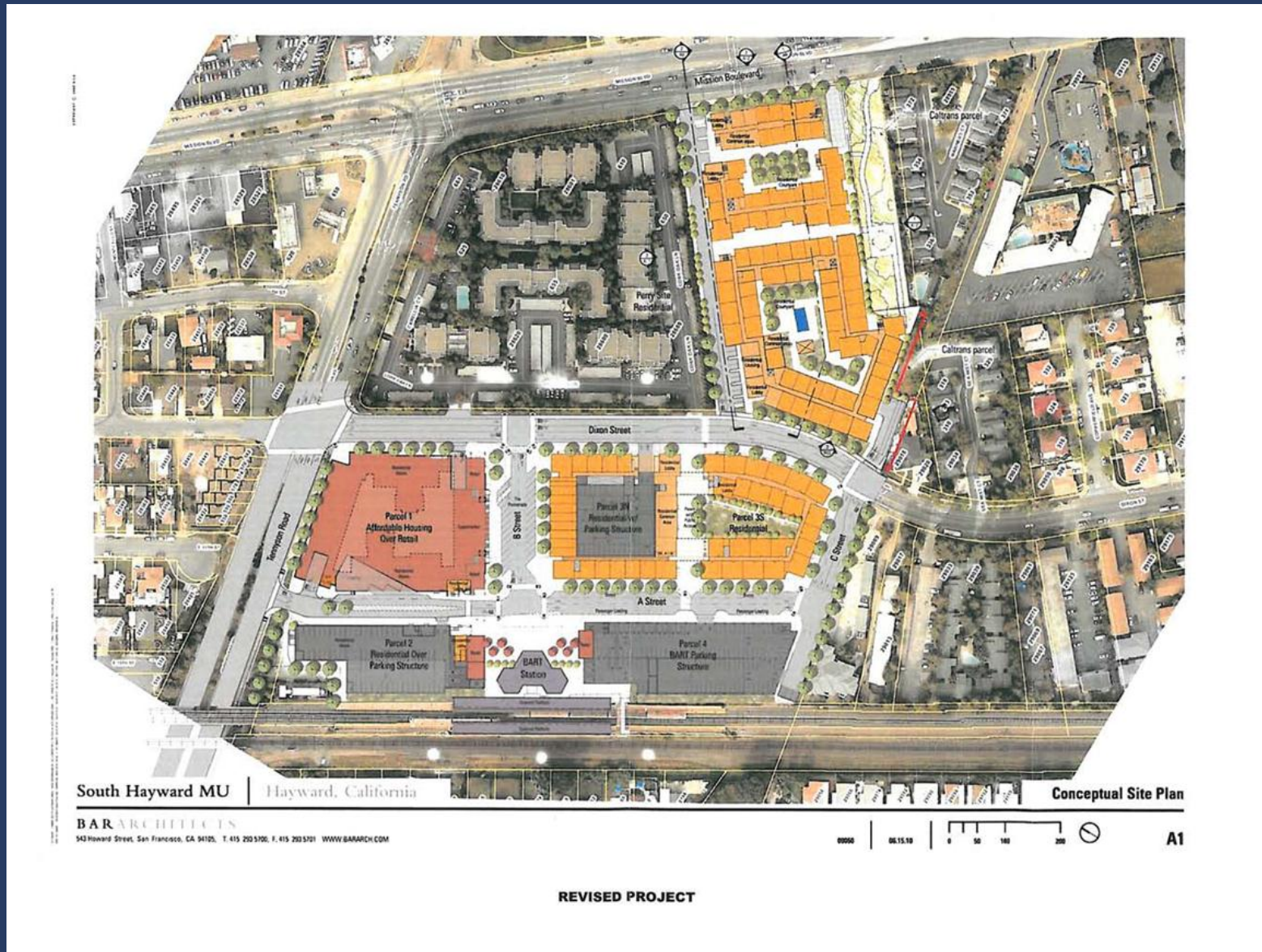


TOD Project – Current Project Status

- Minor Modification to Preliminary Development Plan approved by Development Services Director on June 8, 2011.
- Phase I to include 151 affordable units and 206 market-rate rental units (mapped for condos) on east side of Dixon Street.
- Phase I revised HCD funding: up to \$33 million (up to \$18 million Infill Infrastructure Grant (IIG) and \$15 million Transit Oriented Development (TOD) Housing Funds).
- Approval of \$6.525 million loan to Eden Housing for affordable component of project – June 2011; loan documents executed.
- Owner Participation Agreement executed; Planning Commission approval of Tentative Map on November 15, 2012.



TOD Project – Revised Phasing Plan



Parking & Access Study Background

- **2010 Nelson/Nygaard Study:**

- Evaluated impacts of 2009 South Hayward TOD project on parking at BART and in the surrounding area
- Included development of 910-space parking garage on BART Main Lot
- Recommended formation of Joint Powers Authority between BART and City to manage parking in South Hayward area
- JPA Agreement approved by Council and BART Board July 2011.

- **Fall 2011 Update to Study:**

- Evaluated changing market conditions and impact of re-phasing of TOD Project
- Key element – identification of replacement parking following loss of 174-space BART East Overflow lot to Phase I of development
- First draft completed – March 2012

- **November 2012 Update to Study:**

- Significant revisions in response to community feedback
- Forms basis of current staff recommendations
- Presented to Council in work session on December 18, 2012



Community Feedback/JPA Board Action

Community Meetings Held in March and November 2012

- Concerns expressed about current parking conditions in neighborhood
- Some acknowledgement that proposed November 2012 parking recommendations improved over March 2012 proposal (free permits for residents; protection of residential parking)
- Additional neighborhood concerns raised – many already addressed by staff

JPA Board Meeting – December 5, 2012

- Recommended that Council and BART Board accept recommendations of November 2012 Parking & Access Study

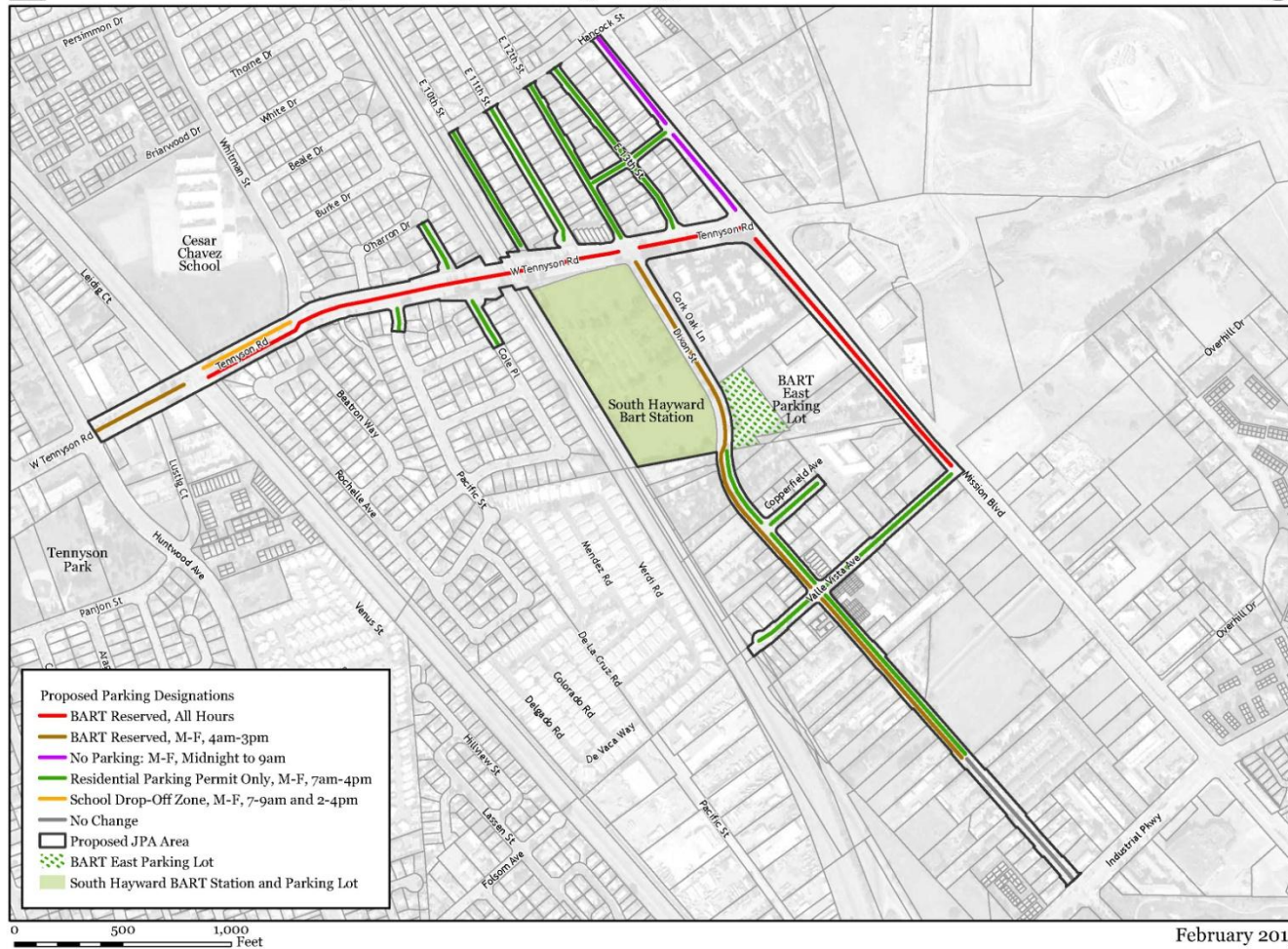
Council Work Session – December 18, 2012



Attachment V



SHB-TOD: Proposed Parking Regulations in JPA Area



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Implementation

- **Enforcement:**

- BART to enforce on BART lot; City Maintenance staff to enforce all City street parking (BART and Residential)
- Initially to be performed by City staff responsible for enforcing street sweeping violations
- Will be revisited after six months of implementation and revenue experience
- Costs to be reimbursed by JPA

- **Fines:**

- BART parking fine (on lot or on City streets): \$35 (consistent throughout BART system)
- Residential area parking fine: \$75 (consistent with current City fine)

- **Tentative Implementation Date: April 15, 2013**

- Initial four week warning period

- **Pedestrian and Access Improvements:**

- Recommendations to be reviewed and prioritized after first six months of implementation and revenue experience



JPA Financial Analysis – Initial Capital Investment

By BART and City

- Each to reimbursed by JPA over 20 years at 3% interest

Capital Item		Cost	By
Re-stripe/number spaces on BART lot		\$200,000	BART
Stripe new spaces & number them on City streets		\$ 50,000	City
Signage – enforcement & wayfinding on BART lot		\$100,000	BART
Signage – enforcement & wayfinding on City streets		\$ 50,000	City
Install Clipper Card Reader and Parking Validation machines in BART paid area		\$ 1,600	BART
Pedestrian safety fencing on Tennyson		\$ 97,000	City
Purchase & issuing of Permits		\$ 3,000	City
Total		\$301,600	
By BART			
By City		<u>\$200,000</u>	
Grand Total		\$501,600	



JPA Financial Analysis

Phase One Financial Analysis

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
REVENUE				
BART Permit Parking	330,917	560,074	866,049	945,200
<u>Parking Enforcement Citation</u>	<u>222,824</u>	<u>220,481</u>	<u>218,164</u>	<u>217,539</u>
<i>Net Revenue</i>	\$553,741	\$780,555	\$1,084,213	\$1,162,739
EXPENSE				
Operations	121,904	159,405	162,501	165,868
Maintenance	0	353,419	362,183	371,166
<u>Capital Expense</u>	<u>35,646</u>	<u>35,646</u>	<u>35,646</u>	<u>35,646</u>
<i>Net Expense</i>	\$157,550	\$548,470	\$560,330	\$572,680
NET REVENUE				
<u><i>Difference</i></u>	<u>396,191</u>	<u>232,085</u>	<u>523,883</u>	<u>590,059</u>
FUND BALANCE	\$396,191	\$628,276	\$1,152,159	\$1,742,218

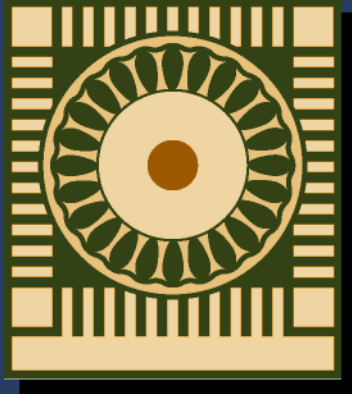
- All parking and parking citation revenues (even on Main BART lot) flow back to the JPA for operations and maintenance costs.
- Excess revenue first repays City/BART loans for start up capital expenses; then will be reinvested in other improvements for JPA area, e.g. lighting, safety, trash collection, etc.



Recommended Actions Tonight

- Adopt the First Amendment to the JPA Agreement and adopt the JPA Action Plan
- Amend the Hayward Traffic Regulations, Section 3.95
- Adopt a SHB-Transit Oriented Development Preferential Permit Parking Area
- Introduce an ordinance amending the Hayward Traffic Code
- Adopt revisions to the Traffic Code Fine and Bail Schedule
- Appropriate \$200,000 for start-up expenses to be reimbursed by the JPA





Questions/Comments?

